Philippines

Philippine Shipping

by Admiral Emory Land

Naval Power

by Rep. Warren Magnuson

Some Facts on Philippine-American Trade

Quezon City

by Harry T. Frost

Frank Murphy—A Friend in Court

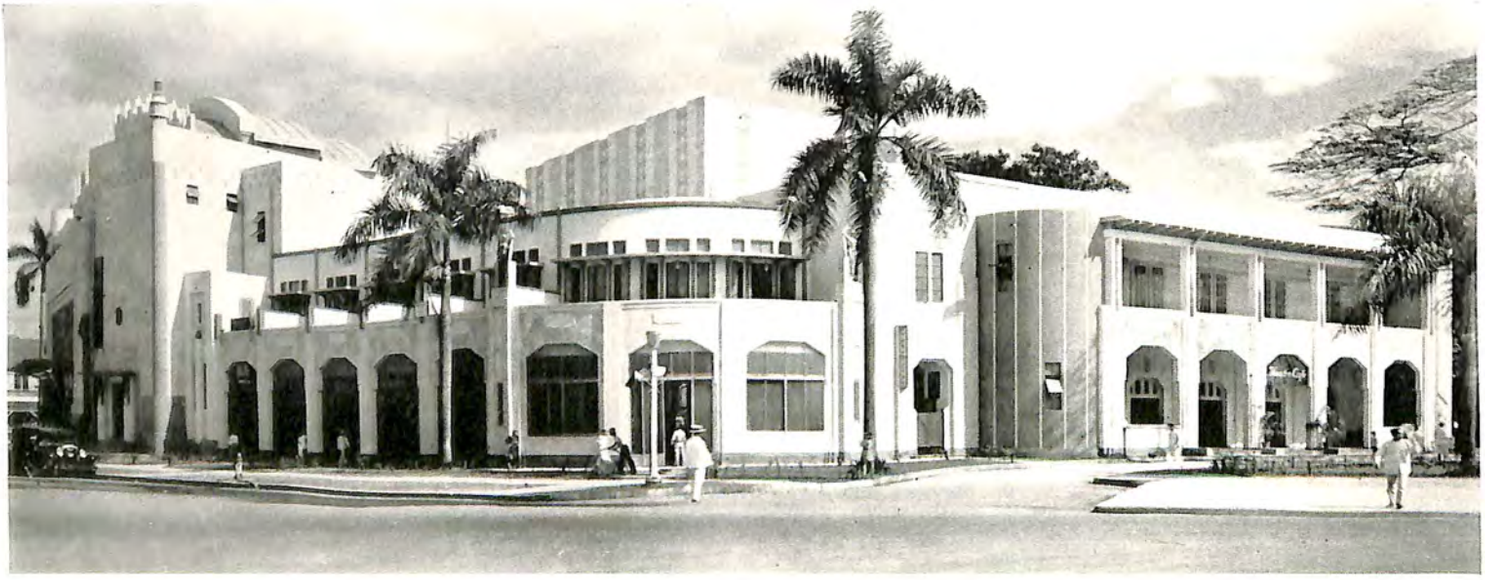
Vol. 1 No. 4

TOP LEFT: ERNEST HEMINGWAY, en route to China, was greeted in Manila by F. Mañgahas, president of the Philippine Writers' League, and Amando G. Dayrit.

TOP RIGHT: A SCORE OF 355 won the Philippine women's golf championship for Miss Dominga Capati, who learned the game while laundress on a sugar estate.

LEFT: U. S. NAVY PATROL BOMBERS, assigned to the Asiatic fleet, took up their new station near Manila after an uneventful flight across the Pacific from Hawaii.

BOTTOM: THE METROPOLITAN THEATER, largest and finest in the Philippines, is under consideration for permanent headquarters of the National Charities Sweepstakes.



Why the Philippines Needs Ships

An Editorial

THE article by Admiral Emory S. Land, chairman of the United States Maritime Commission, appearing in this issue is of special interest to every reader of PHILIPPINES. The first official statement to deal with the future of Insular shipping, it is important to every American and vital to every Filipino. Maintenance of service on the Philippine-American trade lane, the Admiral declares unequivocally, "is essential to both American commerce and defense." Speaking from the standpoint of the Philippine Commonwealth, we believe that such service may be a matter of national life or death.

In stating that "trans-Pacific shipping at present faces a critical test," the Admiral permits himself an understatement. The acute shortage of ships, accompanied by freight-rate increases of as much as 400 per cent, has brought our nation face to face with the possibility of commercial isolation from the rest of the world. Our economy—like that of every agricultural nation—depends on our ability to sell sugar, copra, cigars, Manila hemp, chromite, manganese and other bulk products for the cash with which to pay for needed supplies of dairy products, cigarettes, machinery, flour, cotton textiles and a hundred other kinds of manufactured goods that we do not produce. If that normal (and mutually profitable) exchange breaks down, the Philippines must face a serious economic and social situation with which it will be difficult to cope. Such a breakdown is inevitable if we are unable to obtain sufficient space to ship essential cargoes across the Pacific.

Two possible ways of overcoming this acute shipping shortage are obvious, as Admiral Land points out. One is the substantial augmentation of the American merchant fleets serving the Commonwealth; the other is an immediate increase in Philippine-flag tonnage through construction or purchase abroad. The Admiral gives us encouraging assurance of the progress being made in the program to supply new, speedy and economical ships to America's half-dozen trans-Pacific lines. The trouble is that this new tonnage may not be available in time to save Philippine economy from ruin.

Our principal hope of relief, then, is in the second course—an immediate increase in Philippine-flag shipping through construction or purchase abroad. In this matter the United States Maritime Commission has been unable to help us, despite an obviously sincere attempt to do what it could. Because of the contingencies of a confused world-wide shortage of sea-going vessels, the Commission recently has declined to permit the transfer of American vessels to Philippine registry, taking the stand (mistaken, we feel) that such transfers would deplete the United States' own merchant fleet and tonnage reserves for possible wartime use. We are confident, however, that the Maritime Commission will solve the Philippine shipping problem as part of its general effort to strengthen national defense in this vital field. Admiral Land's frank message strengthens that belief.

Until 1946, the Philippines constitutes America's main outpost in the Pacific. For that reason, enlightened self-interest dictates that the United States keep the Islands constantly prepared. A nation threatened by serious economic and social trouble, as the Commonwealth almost certainly will be if the shipping shortage is not speedily alleviated, is at a disadvantage in building its defenses. Efforts by the Maritime Commission to give us every facility for the exchange of goods promote not only Philippine interests, but American as well.

National interest is not jeopardized by the transfer of American tonnage to Philippine registry. Vessels flying our flag, while under Insular law, are indisputably subject to the jurisdiction and control of the United States Government in time of emergency, to the same extent that ships of American registry are. Thus, your Administration is sacrificing nothing fundamental when it authorizes the transfer of 10 or 12 badly needed steamers to the Philippine flag.

The belief that the Philippines somehow is no longer part of the United States is widespread but erroneous. The actual facts are quite to the contrary, as the excellent article by Assistant Secretary of the Interior Oscar L. Chapman in the February issue of PHILIPPINES demonstrated. Our ships, which for conversational purposes are described as "under the Philippine flag," in fact fly the Stars and Stripes above our own colors. Basically even more significant, however, are the close ties that exist between your government and ours. We have the same objectives; our people have the same ideals. Every element of Philippine-American relations points to but one conclusion: our resources—human and material, men and gold and ships—are at America's disposal in time of emergency.

The inability of our people—even our government-owned corporations—to buy American ships when they are most needed is a temporary phenomenon, just as the basic shortage of United States tonnage is. Admiral Land's statement on the outlook for our shippers, exporters and farmers is encouraging, therefore. The legal complications that have made the transfer of ships often difficult in the past are now being worked out; perhaps a solution will have been reached by the time this issue of PHILIPPINES appears. Whatever the outcome, we are confident that the Maritime Commission does not intend to overlook Philippine needs in its planning. ★

Philippines

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Photo credit: Fenno Jacobs from Three Lions; Tomelden, Washington; Office of the President of the Philippines; Philippine Army Signal Corps.

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Pacific strategy map drawn especially for PHILIPPINES by Frank Manning, New York.

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Permission to reprint material appearing in "Philippines" is gladly granted except in cases where use is specifically restricted. Proper credit will be appreciated.

Although no longer connected with the Philippines, Frank Murphy, Associate Justice of the United States Supreme Court, remains one of Washington's staunchest friends of the Filipino people.

In This Issue

ADMIRAL EMORY S. LAND, chairman of the U. S. Maritime Commission, is America's No. One authority on shipping problems today. His views on the future of Philippine commerce should be required reading for every legislator.

• • •

WARREN MAGNUSON is Congressman from Washington and a close student of Pacific affairs. In this issue he explains the naval potentialities of the Philippines.

• • •

JAMES ROSS went to the Philippines as a soldier in 1898. A close friend of President Quezon, he still makes his home in Manila, where he practices law.

• • •

HARRY W. FRANTZ is chief of the foreign department of the United Press in Washington. He has traveled extensively in both Latin America and the Far East.

• • •

MANUEL ADEVA, whose understanding of the problems of Filipinos in the United States is unquestioned, is a member of the Philippine Resident Commissioner's staff.

• • •

HARRY T. FROST, famous Chicago architect and city planner, was called to Manila in 1938 by President Quezon as consultant on the Commonwealth's new capital city. He considers Quezon City the opportunity of a lifetime.

• • •

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A Friend in Court...

FRANK MURPHY'S PLACE IN PHILIPPINE HISTORY

By Julius C. Edelstein

IT WAS ONCE said of Associate Justice Francis Murphy of the Supreme Court that he had found Ireland in the Philippines. That was a rather happy remark, because it exactly epitomized the relationship that existed and exists even today between Mr. Justice Murphy—"the Governor" to his Filipino friends—and the Philippine people.

The description is apt because the relationship between "Governor" Murphy and the Philippines is much more than a mere temporal interlude in the career of the one and in the history of the other. It was and is bound up in the emotions, with generous amounts of mutual appreciation. It is bound up with Governor Murphy's acquaintance with and intense interest in the historical struggles of the Irish people. It is a meaningful expression of the fact that he felt he had found a similar people in the Far East.

Mr. Murphy, although elevated to the august might of the Supreme Court bench, remains today actively interested in the Philippines, with whose history he was so profoundly associated as the Islands' last Governor General and first American High Commissioner. His personal correspondence and contacts still today reflect his persistent concern with Philippine affairs and with Filipinos.

Frank Murphy governed through one of the most historic phases of Philippine-American relations, the transition from American possession to semi-sovereign Commonwealth status; and the full impact of that transition was understood and expressed by Mr. Murphy as by few Americans. During his period of office he lent major encouragement to the Filipinos' drive for sovereign government and gave a green light to Filipino efforts which culminated in the successful creation of the Commonwealth.

Because of this and many more personal reasons, Filipinos have watched with pride the upward march of "the Governor", ever since he left Manila on May 11, 1936 to become successively, within the space of four years, Governor of the state of Michigan, Attorney General of the United States, and finally Associate Justice of the Supreme Court.

And today, as he sits in the hushed light of the majestic Supreme Court chamber, Filipinos think of him as one of their own. His attainment of the supreme judicial honor they consider a new justification of their belief that the Philippines has played a peculiarly historic role in the history of America—in preparing a series of great leaders for American public life. But in the case of Justice Murphy, the feeling of Filipinos is much beyond the mere pride of recognition. It involves the whole history of their mutual association.

When high-principled young Mayor Murphy was sent to the Philippines as Governor General in June, 1933, the first under the New Deal, Filipinos wondered what sort of an administration they were in for, and what understanding they might expect from a midwesterner who supposedly knew little of the hopes and aspirations of an island people 10,000 miles across the western sea.

But in the Philippines Frank Murphy seemed to have found a kindred people, a folk whose aspirations he seemed to comprehend with more than an intellectual appreciation. He seemed to have a feeling for their age-old struggle for freedom and equality, and for the sense of personal dignity that goes with independence. It was exactly in that sense that Murphy "discovered Ireland in the Philippines."

In American politics, Murphy was credited with having been a liberal New Dealer long before the New Deal. In a period of unprecedented social ferment, unemployment, and industrial depression the strong voice of Mayor Murphy of Detroit called out for the assumption of responsibility by the state and nation for the welfare of those left jobless by the depression.

As Chief Executive of the Philippine Government, Murphy remained a New Dealer. His philosophy of government jibed perfectly with the concepts of social justice prevailing among Filipino leaders, the most prominent of whom was Senate President Manuel Quezon, soon to become the first President of the Philippine Commonwealth.

Murphy advocated and signed legislation for typhoon relief, recognizing for the first time the national responsibility for victims of social disaster. He urged slum clearance and low cost housing for the poor long before that ideal had become a commonly accepted national program in the United States. The crusading young Governor General strengthened Insular finances, maintained a strictly balanced budget, took a stand against pork-barrel appropriations, and in general brought to a close the period of partial American control of internal Philippine affairs with an exhibition of clean, efficient, and socially conscious government.

When in May, 1934, Congress passed the Philippine

(Turn to Page 19)

CRISIS IN PHILIPPINE SHIPPING

by

Admiral Emory S. Land

CHAIRMAN
U. S. MARITIME
COMMISSION

Admiral Emory S. Land

FOREIGN trade routes linking the United States with the rest of the world are vital to the welfare of this nation in times of peace as well as of national emergency. These marine arteries stretching out to many parts of the world must be kept open. Were certain essential raw materials cut off for lack of marine transportation, it is not an exaggeration to say this nation's continued existence might be in jeopardy.

One of these highly essential life-lines is the trans-Pacific. Serving as a sort of hub in this transportation wheel of the Pacific are the Philippine Islands, which today represent our fifth best overseas customer, with a foreign trade aggregating approximately $300,000,000 per annum. From the Philippines we import vast quantities of hemp, chromite, manganese, coconut oil and sugar worth about $90,000,000. To them we export better than $100,000,000 worth of canned milk, cigarettes, machinery, flour, meat and other products of American farms, mines, forests, and factories, destined both for Filipino consumers and our military and naval forces stationed in the Far East. From these facts it is obvious that the Philippine trade route is essential to both American commerce and defense.

Nevertheless, trans-Pacific shipping at present faces a critical test. Losses of foreign vessels to normal trade—through sinkings, acquisition by armed services, concentration in the all-important North Atlantic service, and the laying-up of sizable Danish and other foreign flag fleets—have resulted in a space shortage and consequent rate increases. Shippers of several low-value commodities stored in many Far Eastern warehouses are finding difficulty in obtaining ship space at rates that will allow the cargo to move.

The Far East Conference of New York, one of the three big groups of ship operators in the trans-Pacific service, informed the Maritime Commission early in March that, as a result of the requisitioning of tonnage by belligerent governments, several member lines had become entirely dependent upon chartered vessels. Unless freight rates could be maintained at a remunerative level, it contended, these lines might be forced to abandon their services.

Any such curtailment of service would, of course, prove detrimental to Philippine trade. Withdrawals would cause not only a shortage of needed American goods, but would reduce the number of ships available for exports of Philippine sugar, copra, Manila fiber and other staple products to the United States.

The increase in rates for chartered vessels, as well as in the freight rates since the outbreak of the war, had reflected increased costs of operation. Expenses for wages, fuel, stevedoring, repairs and war risk insurance on hulls are all higher today than in early 1939. Voyages in many cases are greatly lengthened by wartime regulations, while delays often are occasioned by congestion in drydocks and repair yards.

In the Far East, as well as in other trades, crews must be paid war bonuses in addition to regular wages. These added expenses can be offset only through increased freight rates. Therefore, the upward tendency, although constantly scrutinized by the Maritime Commission and its Divisions of Emergency Shipping, Operations and Traffic, and Regulation, is largely inevitable. Of course the scarcity of ships is also responsible for increases, especially in charter rates.

Two possible solutions of the ship shortage suggest themselves. One is encouragement of the infant Philippine merchant marine. The other is the assignment of

additional American-flag ships to serve the Islands. Let us consider these briefly.

It is not yet certain whether, in view of the present status of the Philippine Commonwealth, any assistance to Philippine shipping interests can be given under the United States Merchant Marine Act of 1936, as it now stands. By this law, the Maritime Commission was authorized to build merchant ships to replace aging American tonnage, and otherwise to encourage ship operators in American-flag services only. This original program, involving 500 vessels over a period of ten years, is now well on its way and has been accelerated. More recently, emergency plans have been made to build an additional 200 freight vessels of simplified design, planned for rapid construction and economical operation rather than beauty, and primarily intended to meet the growing world shortage of ships.

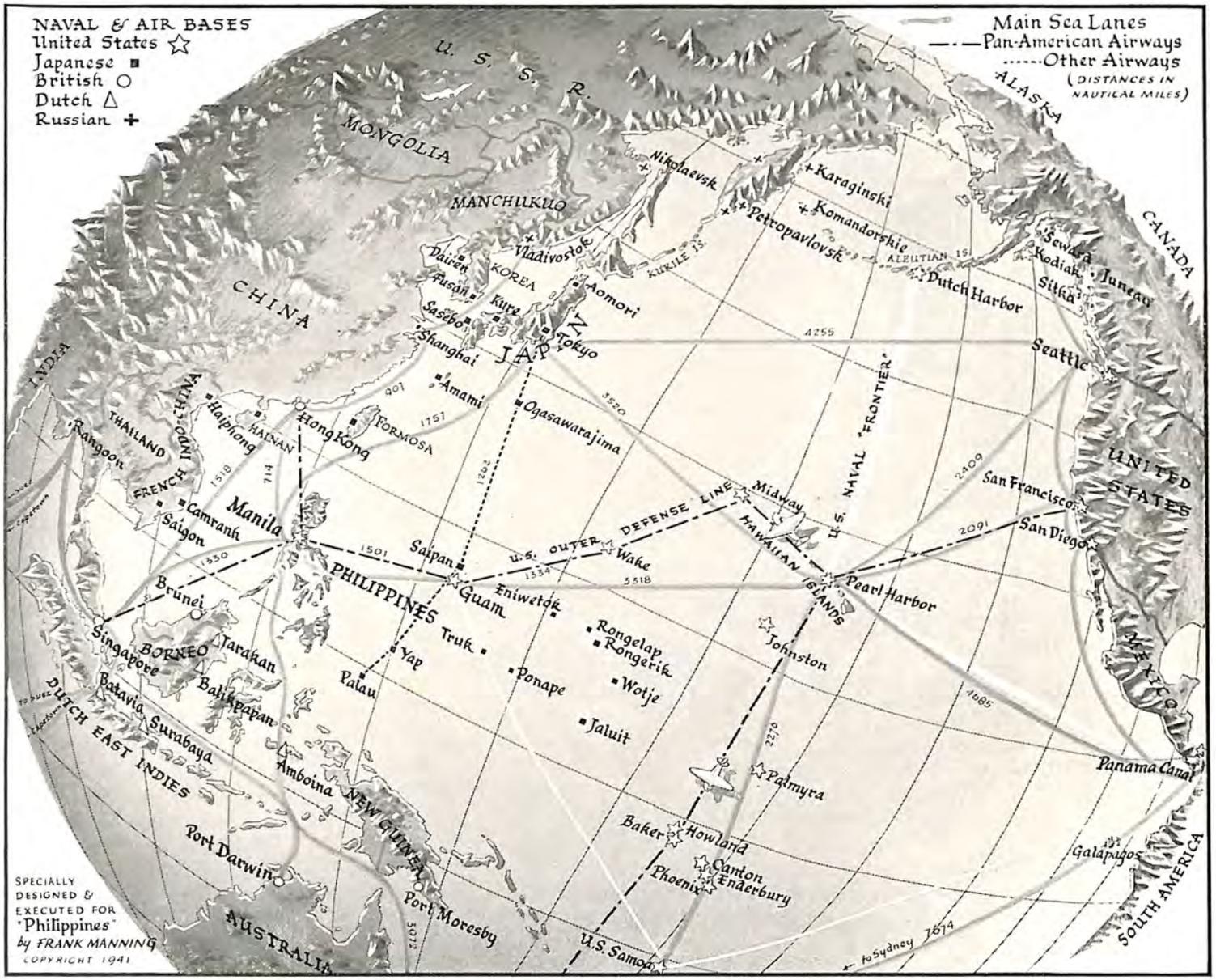
In view of the aid-to-Britain program and the general scarcity of ships, there are probably few vessels which can be sold to Insular interests for operation, nor does it seem possible at this time to give Philippine shipping firms any other direct assistance in their expansion plans.

However, the outlook for an increase in the number of American-flag ships to serve the Islands is somewhat better. Our original 500-vessel construction program took into account the needs of the nation's entire overseas trade. Under this plan the American lines now serving the Philippines—the American Mail Line of Seattle, the American Presidents Line of San Francisco, Lykes Bros. Steamship Co. of New Orleans, the American Pioneer Line of New York, and the Isthmian Steamship Company of New York—are scheduled to receive speedy, economical, modern ships as soon as they are available. Additions to these and other fleets in the past 18 months have increased American tonnage on the Pacific 125 per cent.

Although the international situation somewhat beclouds, for the time being, the future program for assigning more tonnage to the United States-Philippine trade route, the Maritime Commission in deciding on the disposition of new ships as they come off the ways certainly will bear in mind the importance to American commerce and welfare of unhampered Philippine trade. The American Presidents Line already has received four of its projected seven passenger-and-cargo ships; the rest are under construction and will go into service as rapidly as they can be delivered. Lykes Bros. Steamship Co. has four new 12,000-ton ships and six new 9,000-ton ships in the trade, and will have seven more new vessels available within a year. Plans to supply the American Mail Line with nine new 9,000-ton vessels in the next 18 months have not been changed and the first six ships will all be available within six months. The American Pioneer Line expects to receive eight 9,000-ton freighters in the same period, while the Isthmian Steamship Company also will have eight new 12,000-ton freighters operating within 18 months. Each of these new ships, as it enters regular service, will strengthen trade ties between the United States and the Philippines.

The Maritime Commission is ever-mindful of the importance of unhampered trade with the Commonwealth of the Philippines and is determined that these sea lanes shall be kept open. Chromite and manganese are strategic cargoes. Manila hemp is likewise vital. These commodities must reach our shores without hindrance. Philippine sugar, which accounts for 15 percent of America's needs, is on the list of important cargoes. And we must not forget our $100,000,000-a-year export trade with the Islands. These facts, together with the creditable efforts of Philippine interests to build up their own merchant marine through construction and purchase, appear to me to be ample assurance that every possible effort will be made to keep cargoes moving freely across the Pacific between the Philippines and the United States, in war or in peace. ★

ADMIRAL LAND, chairman of the agency that controls American shipping in every part of the world, can speak with authority on the problems of trans-Pacific commerce. In this article, he speaks out like the deep-water sailor that he is regarding the importance of the Philippines to United States trade and defense. Right: Shipping in the busy Pasig River, Manila.



NAVAL POWER

What it Means in the Far East Today and in 1946

By Rep. Warren Magnuson

Copies of the above map, illustrating the Philippines' strategic position at the apex of the United States' defenses in the Far East, may be obtained without charge by writing PHILIPPINES, 2362 Massachusetts Ave., N.W., Washington, D.C.

APPROXIMATELY 8,000 miles southwest of Seattle is America's westernmost naval outpost, the Philippines. These islands are the home base of our famous Asiatic Fleet and contain our navy yard, naval air station and naval reservation. In the records of the Navy, the Philippines constitutes the 16th Naval District of the United States.

It is to be remembered that these same Islands are the subject of a solemn compact under which Congress agreed to give them full political independence on July 4, 1946. That date is now five years away. But until that time we inevitably retain the responsibility of defending the Philippines against all enemies, just as we are obliged to defend the soil of California or Maine. Our naval outpost is one instrument for the discharge of that inescapable responsibility.

From a longer range viewpoint it is also our obligation —and indeed a necessity of national policy—to make the Philippines ready to defend its own national integrity and

freedom in anticipation of the date when the actual grant of independence is made.

These two obligations are primarily charged to the Army and Navy. Today those obligations can and must be the central facts of our policy toward the Philippines, situated as it is on one fringe of the world conflagration.

From the standpoint of national defense policy we cannot afford to leave a single border undefended, whether in the Philippines, in Hawaii, or Rhode Island. Our defenders cannot properly retreat from point to point in the face of danger; we are in the Philippines for the duration of the present emergency, and no amount of wishing can divest us of the responsibility for defending our sovereignty.

Rep. Warren Magnuson of Washington

On the other hand it would seem to the best interests of our national policy, not only to take whatever steps are wise and necessary to strengthen our own defensive forces, but also to prepare the Filipinos themselves to assume a gradually increasing share of the function of defense. We must certainly cooperate in their preparations eventually to assume entire responsibility for their own national preservation.

We in the United States have taken the stand that we will assist any nation which resists aggression. That is the meaning of "arsenal of democracy". We are especially interested, it goes without saying, in keeping true democracies from domination and control by greedy totalitarian neighbors. Every free democracy is another bulwark for the defense of the United States.

The Philippines, when it becomes independent, will be such a bulwark. Throwing the Filipinos to a totalitarian neighbor would deprive ourselves of the physical comfort and support of 16,000,000 people who share our political ideology, our governmental forms and cultural institutions, and who have been 40 years learning to esteem democracy and its values. It would also mean handing over to a potential enemy the many essential and strategic resources with which the Commonwealth abounds. Resources that now flow into our markets on a commercial basis would be forcibly controlled for an eventual offense against our essential interests, even against our shores.

This theoretical discussion comprises the background for a rather small but highly significant bill which the House of Representatives has already passed, and which is awaiting action in the Senate. This measure, approval of which I was glad to urge when it was in the House, would authorize the Secretary of the Navy to sell U. S. naval equipment to the Philippine Commonwealth at cost. It would also authorize him to perform certain services for the Commonwealth and for its incipient naval establishment.

The significance of such a measure derives directly from the larger circumstances described above, rather than from its legislative provisions. The measure, in its execution, merely contributes to a general policy.

The bill, H.R. 2107, was introduced by Rep. Carl Vinson, Chairman of the House Naval Affairs committee, at the request of the Navy Department. Largely drafted by navy legal experts in consultation with the Office of the Resident Commissioner of the Philippines in Washington, it authorizes the Secretary to:

1. Sell materials, supplies, and equipment to the Commonwealth government:

2. Repair or assist with the design of vessels, armament or equipment for the Commonwealth in such amounts as the United States naval establishment may be in a position to do:

3. Fix the cost for such supplies, equipment and services; the price for new supplies to be not less than the original cost to the United States government.

Contracts under the authority in this bill must contain the following restrictions:

1. The Philippine Government undertakes not to dispose of any materials, supplies, or designs to any third government under any circumstances;

2. The authority for such sales and services lapses upon the final granting of independence to the Philippines.

Secretary of the Navy Frank Knox, in submitting the proposed legislation to Congress, wrote to Speaker Sam Rayburn that "the enactment of the proposed legislation would place the Navy Department on an equal footing with the War Department, so far as rendering assistance to the Commonwealth of the Philippines when such action is deemed advantageous to the public interest."

In actual execution, this authority will make it possible for the Navy to make available to the Filipinos sufficient equipment and supplies for a small off-shore patrol, consisting mostly of small "Q" boats, equipped with torpedoes. Such deals, while possible now, must be routed through the War Department, a time-consuming arrangement.

Naval training for Filipino seamen and the experience of operating a miniature fleet, even if it is only a coastal patrol, will go far toward strengthening the national morale. In the end, it will provide the nucleus of a Filipino Navy.

At the same time—what is more important for today—it will provide a small force which may be of invaluable assistance in the immediate development of the defense problems of the Philippines. Such a small force, acquainted with the channels and watery passages of the archipelago, might easily prove of incalculable assistance to American naval forces in the patrol of this vast area of the Philippines. In an emergency it is conceivable that such a force might prove decisive. ★

BEHIND THE SCENES IN MANILA

DON'T BELIEVE EVERYTHING YOU READ IN THE PAPERS IS THE ADVICE OF

JAMES ROSS

TOO many American newspaper correspondents are making the long voyage to Manila in vain these days, to my way of thinking. Judging by the recent outbreak of "behind-the-scenes" articles, literary visitors to the capital of the ambitious, young Commonwealth lay the foundation of their knowledge in the pleasant patio of Manila's fine hotel, talking to hospitable residents of the "Pearl of the Orient" who, in the words of Artemus Ward, "know a lot of things that just ain't so." Almost without exception, these writers have turned their indisputable fact-finding talents to a job of muck-raking that could have been done just as well in Kansas City. They get only a glimmer of the real significance of an experiment in government that in time may prove more important to the American people than the outcome of the war in Europe.

I have no wish to engage in acrimonious argument. Nevertheless, I can see no contribution to a righteous solution of one of the United States' most difficult problems in the publicizing of inaccuracies and ill-considered conclusions.

One writer, for instance, claims that all Filipinos "hate Americans." I went to the Philippines more than 40 years ago as an officer in the United States Army. Our troops remained in the Islands after the Filipinos felt we had done a praiseworthy job of liberating them from Spain and might reasonably be expected to go home. The Filipinos made a determined, if futile, attempt to eject us, characterized by the display of no mean fighting qualities. The ensuing unpleasantness did indeed give rise to a certain amount of ill-feeling. But I insist that Americans are not hated today.

Establishment of civil government in 1902 won the wholehearted cooperation of Filipinos of all classes, including many outstanding leaders of the revolt against Spain and the subsequent insurrection against the United States. Certainly no armed conflict, even between peoples of the same race, ever was followed by less rancor.

The Filipinos are a kindly people, courteous to strangers and to each other, hospitable to a fault, and receptive to social, political and economic innovations which appear to be for their benefit. Education along modern American lines has been eagerly and gratefully received. The spread of the English language throughout the archipelago has been nothing less than phenomenal.

It is true—as recent writers have reported—that social conditions in the Philippines are not entirely satisfactory and that the lot of the laborer is not wholly happy. But living standards are infinitely higher than anywhere else in the Orient and superior to those prevailing in many parts of pre-war Europe. The Filipinos are the first to proclaim this improvement in their spiritual and material welfare in the past 40 years. Because of these advancements, high hopes have been built for the future. Whether these hopes are to be fulfilled depends upon continued American interest in Philippine affairs.

Seven years ago Congress voted to cut the ties binding the Philippines to the United States. While the Tydings-McDuffie Act may have been applauded in 1934, it was not of a character to insure the continued goodwill of the Filipino people.

A highly placed Filipino once told me that the so-called Independence Act, while it might at first be hailed as a measure of emancipation, would in the end leave the Filipino people with an abiding resentment against a country that had given them merely the illusion of freedom. I believe this prediction is accurate. The Tydings-McDuffie Act in its present form is an instrument of injustice. Before it is too late, the law should be subjected to the "realistic re-examination" proposed by former United States High Commissioner Paul V. McNutt.

It is not my purpose to appear as the advocate of Mr. McNutt's proposal. The matter, nevertheless, merits thoughtful consideration at a time when events may soon make decisive action necessary. Whatever may be done about the political provisions of this legislation, its economic conditions should, on elementary principles of justice, be subjected to radical revision.

To those who may think that the Filipinos "hate Americans" and are eager to be rid of America as guide, guardian and friend, I recommend consideration of a statement made recently by the authorized spokesman of those people, President Manuel Quezon, before the Philippine National Assembly.

"All the resources of the Philippines, including its manpower, are at the disposal of the United States in the present emergency," he announced. What better proof of loyalty is there? ★

The PAN-AMERICAN Idea . . . and the PHILIPPINES

By Harry W. Frantz

THE policy of the "Good Neighbor" is associated in the public mind with the American Republics, but its geographical scope and beneficient influence could readily be extended to the Commonwealth of the Philippines without any conflict of purpose or tradition. The traditions of the Philippine Islands have for centuries overlapped those of the Spanish, Portuguese, and Anglo-Saxon peoples who peopled the American continents, and there exist today many points of sentimental, cultural and commercial, no less than political contact.

Thus, for example, the Filipinos share with the Portuguese of Brazil the priceless memory of the great Portuguese navigator Ferñao de Magalhaes (Ferdinand Magellan); and with Argentina and Chile the knowledge that the Straits of Magellan and the Philippine Islands were discovered in the course of the same wonderful voyage.

They share with Mexico a history of two centuries of trans-Pacific galleon trade between Manila and Acapulo, a trade that made oriental luxury articles familiar to the uttermost bounds of the Americas. They share with all of Spanish-America a long colonial period under Spain. Manila and Havana were the special "jewels" of the Spanish crown.

And finally, in the fateful decade now commenced, the Philippines is in the camp of the Democracies, destined with the American Republics to make unknown sacrifices for the preservation of human freedom, civil liberty, and representative legislative government.

Filipino statesmen and writers have long appreciated their ties to the Latin American republics. President Manuel Quezon's "good will" visit to Mexico in 1937 is evidence of this interest. Plans of Vice-President Sergio Osmeña for a similar friendly tour of South America were disrupted by the European War.

Many steps could be taken to give practical effect to the "Good Neighbor" policy in relation to the Philippines, to the ultimate mutual advantage of the American Republics and the Islands. First, the sponsors of inter-American cultural programs should continually remember the common cultural heritage derived by the Islands and the American Republics from European sources. American history, languages, geography, exploration and art can never be disassociated from trans-Pacific life. An exchange of students and professors between Latin America's ancient universities and those of the Philippines might have undreamed-of benefits.

Second, in the field of diplomacy, there should be abundant opportunities for official contact and friendly association between statesmen of the Philippines and those of the American Republics. The Philippine Commonwealth must soon undergo a period of diplomatic apprenticeship preparatory to complete independence. Filipinos should have the opportunity to attend Pan-American conferences. Their Resident Commissioner at Washington should be invited to attend sessions of the governing board of the Pan-American Union, at least as an observer. Young Filipinos should be attached to United States Embassies or Legations in Latin American capitals for practical experience in international relations.

Third, commerce between the United States and the soon-to-be-born Philippine Republic should not be envisaged as competitive with Latin American trade. The Philippines should be regarded as rightfully entitled through long association and common interest to share whatever liberality or reciprocity the "Good Neighbor" policy may imply toward the American Republics.

It is true that some Philippine products, particularly sugar, compete with Latin American products in our markets, but experience has shown that all parties benefit by a common adjustment of rivalries through marketing programs and a planned diversification of products. If Uncle Sam looks to the American Republics as brothers, it is equally true that the Philippines was long a foster son and ward, and consequently entitled to family treatment.

Trade experts will take note, too, that, with the tremendous geographical re-distribution of Asiatic commerce, the Philippines may have a new role as intermediary in Far Eastern business. History reminds us that the silver dollar became the currency of China and great parts of Asia as a direct consequence of the early ties between Mexico and Manila.

In a strictly personal sense, any fair-minded observer would concede that the Filipino people are qualified for membership in a "good neighbor" community. Their prominent traits are hospitality, generosity and adaptability to cosmopolitan society. All Resident Commissioners in Washington from Pablo Ocanto and Benito Legarda in 1907 down to the incumbent, Joaquin M. Elizalde, have enjoyed extraordinary popularity in and out of the Capitol because of their personal traits. Manila, in turn, has been a wonderful training-ground for United States officials and diplomats—William Howard Taft, Henry L. Stimson, Frank Murphy, and Paul V. McNutt, to mention only a few. ★

Why the FILIPINO REPATRIATION ACT Failed

By Manuel Adeva

IT is axiomatic that few Filipinos come to the United States to stay. Most want merely to study; many are anxious to learn American production methods; a few like only to travel. Almost without exception, every Filipino looks forward to the day when he can return to the Commonwealth and live again among his own people.

This fact was an element in a strange paradox that came to an end December 31, 1940. That paradox was the almost complete failure of the Filipino Repatriation Act of 1935.

On July 10, 1935, the President of the United States approved H.R. 6464, "an Act to provide means by which certain Filipinos can emigrate from the United States." Popularly called the Repatriation Act, it specified (broadly) that any Filipino in the United States was entitled to repatriation at the expense of the Government.

"It is recognized that there are a great number of Filipinos in the United States whose removal to the Philippines would be to their advantage and to the advantage of the communities in which they now reside," the Commissioner of Immigration and Naturalization Service reported at the time the measure was being considered. "The Filipino can not be removed unless he makes application for such benefit. He is not to be considered as if deported . . . "

The House Committee on Immigration and Naturalization Service estimated that 20,000 to 30,000 Filipinos would apply for repatriation. But on the day the act expired, only 2,190 Filipinos had accepted free transportation to Manila.

What caused this surprising upset of all official expectations? Admittedly, the Repatriation Act was a boon to many Filipinos in the United States. The economic crises of 1929 and 1932 had thrown thousands of them out of employment. Hundreds became destitute, dependent upon private or public charity. Passage of the Philippine Independence Act in 1934 aggravated their already deplorable condition by fostering a misconception of their legal status. Americans, reading that the Philippines had adopted its own Constitution and elected a President, believed the Commonwealth had become an independent country and that Filipinos, therefore, were aliens. Citizenship was made a requirement for employment in many lines, and "non-citizen" Filipinos were laid off.

One would think that thousands of Filipinos, without employment and faced by starvation, would promptly apply for free transportation to Manila under the Repatriation Act. Yet, records of the Immigration Service show that in 1936 only 157 availed themselves of the privilege and in 1937 not more than 526.

The reason only a little more than one tenth of the estimated number took advantage of this humanitarian law passed by the United States Government is easy to find. No matter by what sweet name it was called, the Repatriation Act was considered by Filipinos to be a deportation measure. Whoever availed himself of its benefits was thereafter pointed to as a failure.

Early repatriates, moreover, were instrumental in discouraging others from returning under the Act. Unsuited to life in the Islands, disillusioned by unfulfilled hopes of employment and disappointed by shattered dreams for a better life, they repeatedly admonished those still in the United States not to return home without savings and assured employment. The extensive publicity given to them in Manila upon their arrival as "deportees" and "problem children" added to the average Filipino's distrust of the well-meaning Repatriation Act.

Admittedly, of course, many repatriates, reunited with their families after years of separation, were happy to be home again. Letters written by parents who had abandoned hope of ever seeing their sons again indicated the priceless value of this humanitarian measure. And the resolutions sent to the Secretary of Labor by repatriates, expressing appreciation for the benefits extended by the law and gratitude to Immigration officials for their successful and pleasant journey to the Philippines, was significant.

The real answer, however, to the question of why few Filipinos returned under the Repatriation Act lies in the purpose for which most of them came to the United States. Their paramount motive was to better themselves, financially as well as intellectually. If they have failed to achieve their purpose, they prefer to remain in obscurity in the United States; if successful, they would not risk their future in the Philippines with the stigma of repatriation. The repatriation way was the way of those who have failed, and every Filipino wants to be a success in the United States.

Expiration of the 1935 Act ended the effort to repatriate Filipinos through charity. Some new system is now needed. Most desirable would be a general increase in the income of Filipinos in the United States, since experience has shown that success is a greater spur to repatriation than failure. But the fact remains that most

(*Turn to Page 24*)

Some Facts . . .

ABOUT AMERICA'S PHILIPPINE MARKET

Compiled by Urbano A. Zafra

COLD statistics in dollars and cents reveal many significant facts about American-Philippine economic relationships. They prove the Philippines to be an economic asset to the United States, both as a source of strategic materials for national defense and as a consumer of American farm, mine and factory products.

From the standpoint of profits and benefits to American exporters, the Philippines is the *fifth* best customer of the United States. It is surpassed only by Canada, the United Kingdom, France and Japan.

U.S. CHIEF MARKETS AND SUPPLIERS IN 1939

COURTESY OF CHAMBER OF COMMERCE OF U.S.A.

($) EACH COMPLETE SYMBOL = 50 MILLION DOLLARS

	RANK AS BUYER		RANK AS SELLER	
$505,227,000	1	UNITED KINGDOM	3	$151,320,000
$493,450,000	2	CANADA	1	$332,681,000
$231,405,000	3	JAPAN	2	$161,082,000
$181,825,000	4	FRANCE	11	$61,406,000
$100,018,000	5	PHILIPPINES	8	$91,906,000
$96,809,000	6	NETHERLANDS	22	$28,272,000
$96,661,000	7	SWEDEN	17	$42,006,000
$83,177,000	8	MEXICO	15	$54,474,000
$81,644,000	9	CUBA	6	$101,086,000
$80,441,000	10	BRAZIL	5	$106,298,000

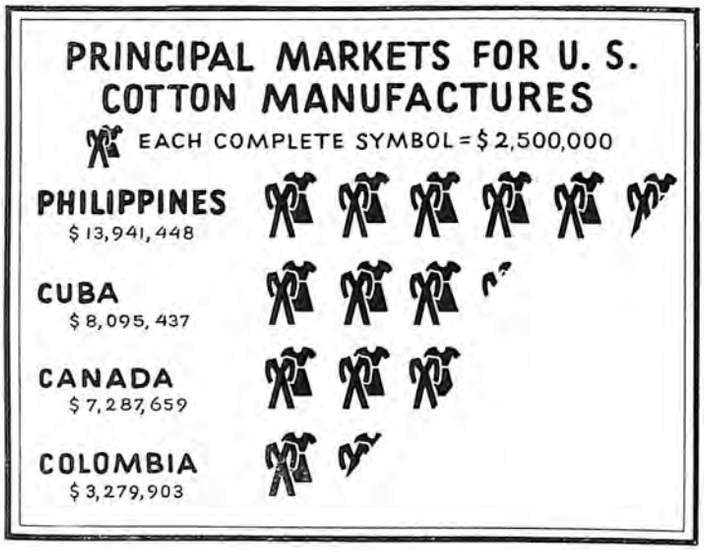
The Philippines buys more chemicals from the United States than any country except Canada and the United Kingdom. In 1939, the Philippines paid $8,619,625 for chemicals.

The Philippines is the *fourth* best buyer of American vegetable products. The value of these exports to the Philippines in 1939 was $18,055,301.

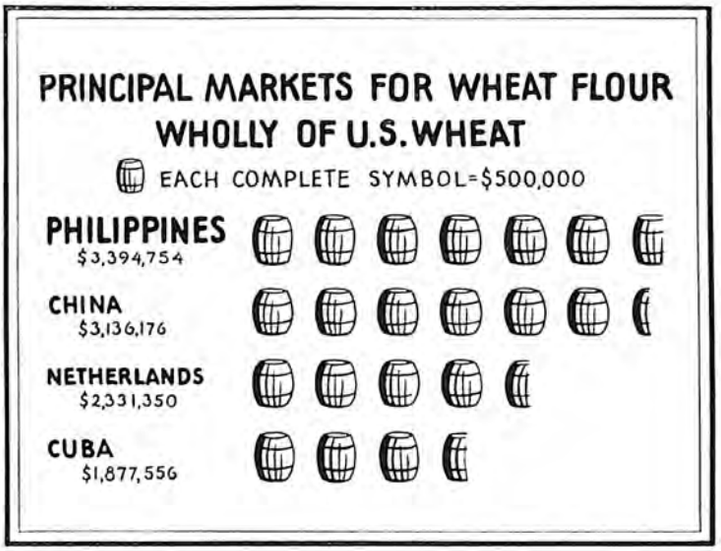
The iron and steel industries of the United States sent to the Philippines $32,790,000 worth of electrical and industrial machinery and metal manufactures of all types in 1939. United States exports of gasoline and other oils to the Philippines aggregated $8,887,000 that year.

Some Facts ABOUT AMERICA'S PHILIPPINE MARKET

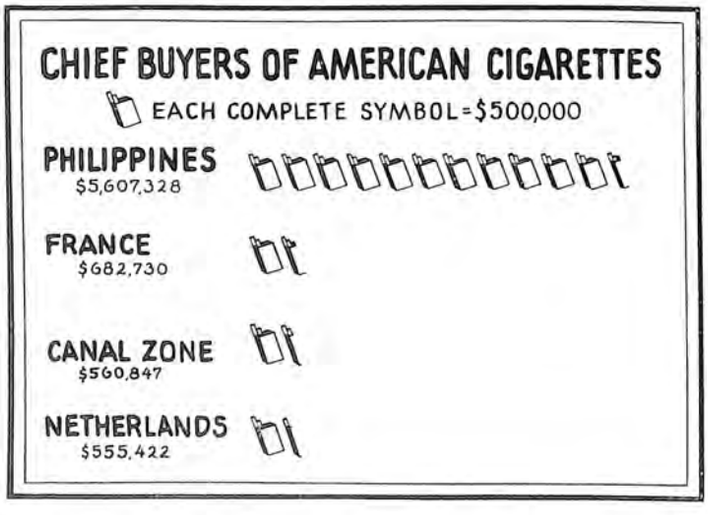
THE Philippine Commonwealth for many years has been the *Number One Buyer* of more than 100 individual American products.



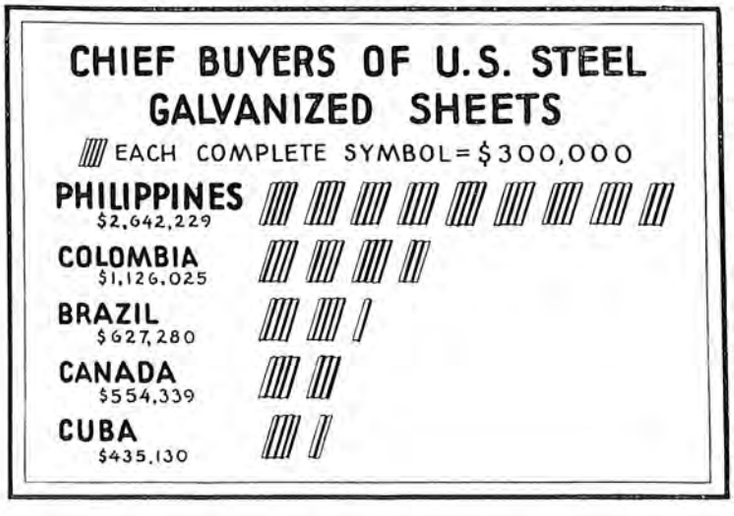
Southern cotton farmers furnished the raw materials for $56.292.104 worth of cotton cloth exported in 1939. The Philippines paid 25% of the total. For years the Philippines has been America's best market for cotton cloth.



The Pacific Northwest exported flour, made wholly of American wheat, valued at $16.950.058 in 1939. The Philippines was the best buyer, taking 20% of the total shipments.



Exports of American cigarettes, manufactured from tobacco grown on the Atlantic Seaboard, amounted to $12.-645.504 in 1939. The Philippines was again the best customer with purchases amounting to $5.607.328, or 45% of the export total.



American steel factories in 1939 exported $8.945.129 worth of galvanized steel sheets, of which 30% went to the Philippines. Here again the Philippines was the best customer.

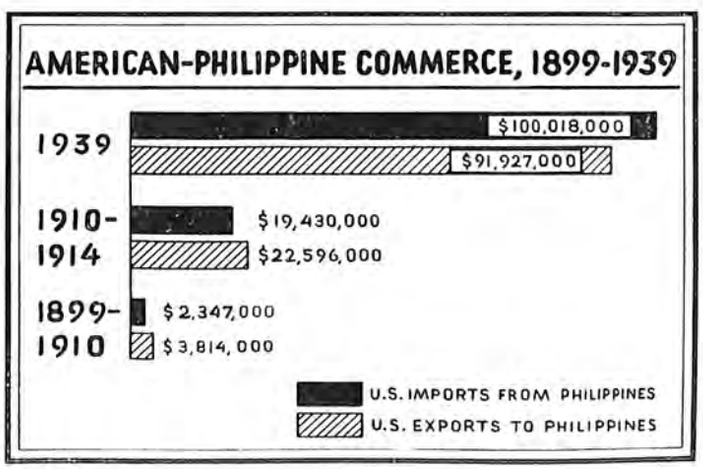
Some Facts ABOUT AMERICA'S PHILIPPINE MARKET

Rubber factories in the United States exported in 1939 tires of all kinds valued at $16.275.307. The Philippines was the largest importer, taking 14% of the total U. S. exports.

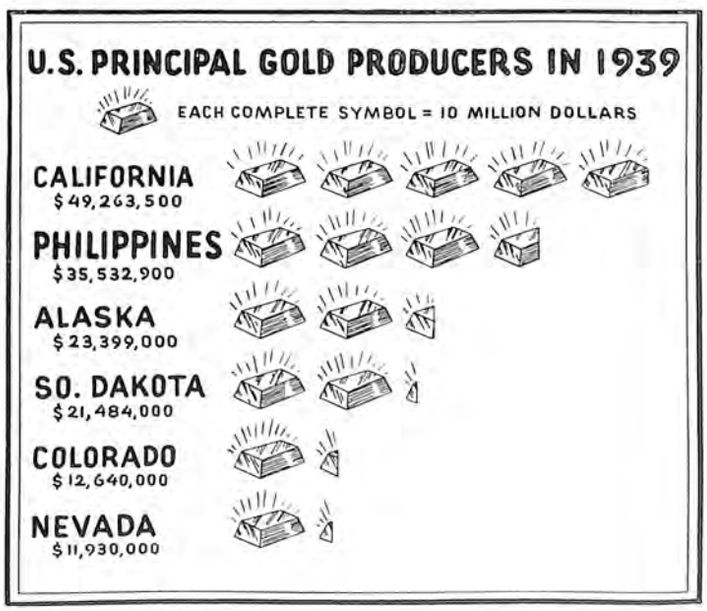
Exports of evaporated and condensed milk from American dairy farms amounted to $2.078.348 in 1939. Of this, 46% went to the Philippines, which has for years been the best customer.

FORTY years of American occupation has seen Philippine trade with the United States increase 31 times over. Philippine purchases of American products have increased 43-fold, while Philippine sales to the United States have multiplied 24 times.

Throughout the period of this notable development of American-Philippine trade, free trade has prevailed.

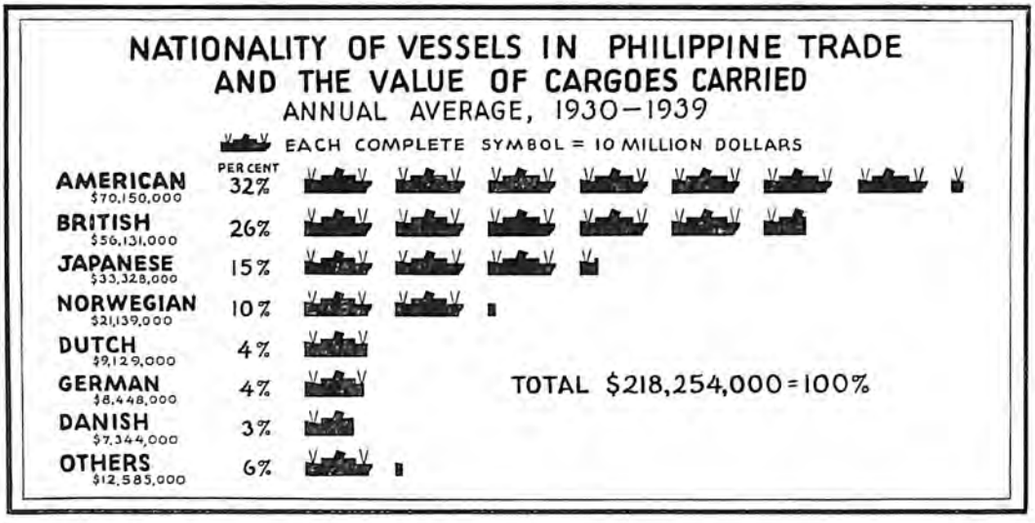


AMERICAN businessmen, banks, insurance firms and investment houses have benefited from the development of Philippine industries and resources, particularly the recent expansion of gold mining. Today, the Philippines is the second most important gold producer under the American flag.

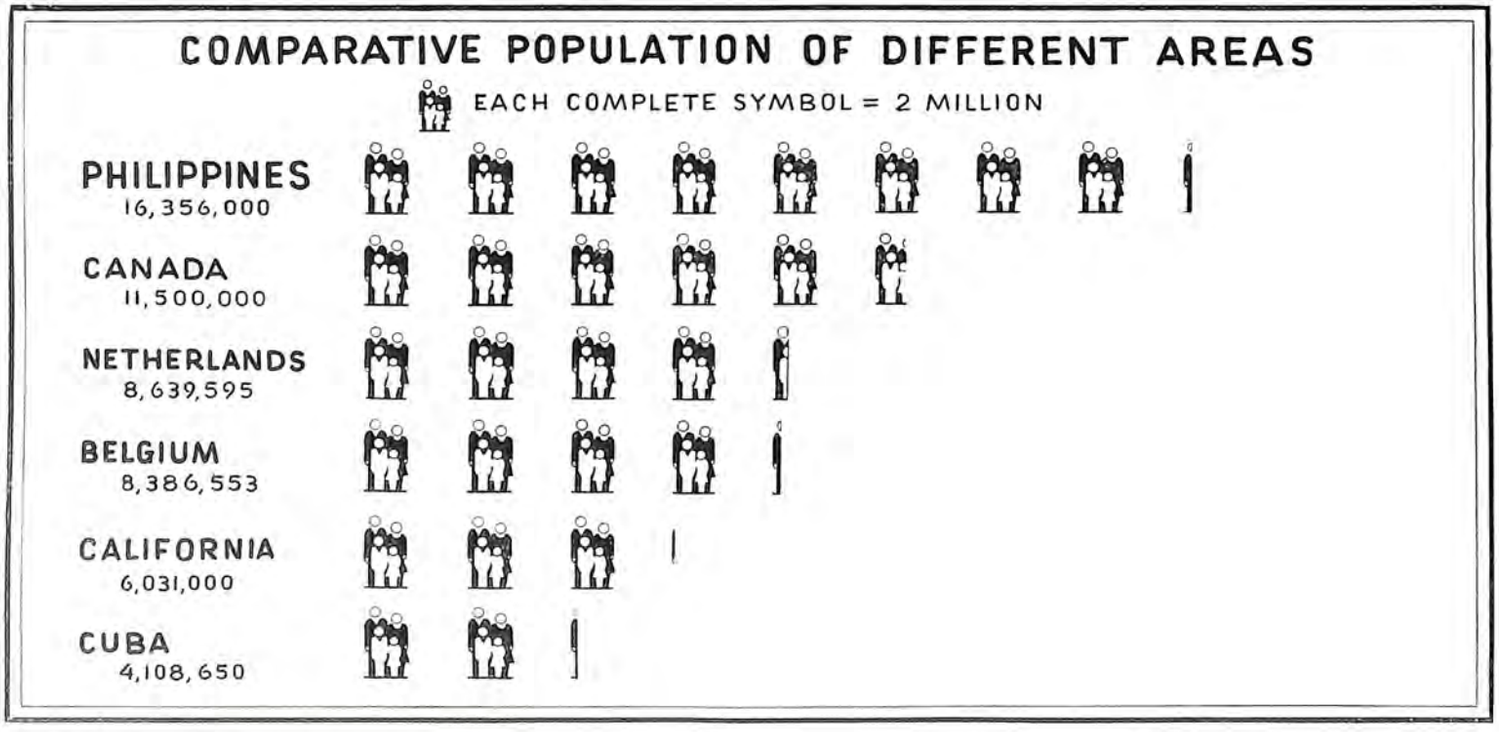


Some Facts ABOUT AMERICA'S PHILIPPINE MARKET

AMERICAN merchant ships have carried the bulk of American-Philippine commerce, assisting United States competition in shipping in the Pacific.



THE Philippine market comprises a population of 16,000,000—half again as large as Canada, almost equal to the combined population of the Netherlands and Belgium, two and a half times the number of people in California or four times the entire population of Cuba.



Manila's First FIRST LADY

By Pilar N. Ravelo

IN almost every province of the Philippines today there is a park, a garden, a street—often a whole town—which bears the name Aurora, honoring the First Lady of the Commonwealth, Mrs. Aurora Aragon Quezon. A woman of rare personal charm and simple elegance, possessed of a kind heart and sympathetic understanding that have endeared her to the Filipino people, "Doña Aurora" has efficiently combined her duties as hostess of Malacañan, as wife of the first President of the Commonwealth, and as the mother of three lovely children.

Although Aurora Aragon was born of well-to-do parents in the town of Baler, Tayabas Province, the confiscation of their property by the Spanish government during the revolution meant hard work for the eight children. The family lived in a one-room *nipa* shack and slept on a bamboo floor covered with native woven mat. Mrs. Quezon's childhood experiences served her well, for she not only understands the needs of the poor, but can help women leaders and government officials solve many of the social problems of the country.

Describing her girlhood, the First Lady once told a large group of laborers that she did what no young man or woman would do today—pound rice in crude wooden mortars, walk barefoot and fetch water in earthen jars, do the family laundry, help cultivate vegetables and sweet potatoes in the home lot, and plant rice in the muddy fields in rain and scorching heat alike.

What little schooling Doña Aurora had began when she learned the alphabet from her aunt, Manuel Quezon's mother. This was supplemented by two years in the Franciscan convent at Baler and two years at the Philippine Normal school, where poor health prevented her completing the regular course. Mrs. Quezon's inability to finish her formal studies made her the more determined to improve herself. Reading English, Spanish and Tagalog, she built up a library which today has more than 2,000 volumes, rich in ancient history and tales of the Filipino people.

Her marriage was the culmination of a quiet romance with her cousin, Don Manuel, then president of the Philippine Senate. It took place in December, 1918 at Hongkong while Mr. Quezon was en route to the United States as head of the first Philippine Independence Mission.

So impetuous was the wedding that, when Mr. Quezon wired his friend, Governor-General F. B. Harrison, about the event, he forgot one of the most important details. Harrison had to cable back, "What is the name of the bride?"

The success of the nation-wide health rehabilitation movement, especially among the indigent, is attributed to the persistent efforts of Doña Aurora in improving Filipino welfare. Clinics, nurseries, diet kitchens, and child welfare centers are now established throughout the Philippines. Provincial executives, inspired by the First Lady's interest in community health and nursing, have taken up the campaign for more hospitals.

At the recent inauguration of a hospital in a Socialist province, Mrs. Quezon was guest of honor. She listened patiently to the Socialist mayor until he declared that the new hospital was only for the privileged. Doña Aurora, enraged at the allegation, stood up and firmly told the audience that the hospital had been erected for all, irrespective of class. She received a thunderous ovation.

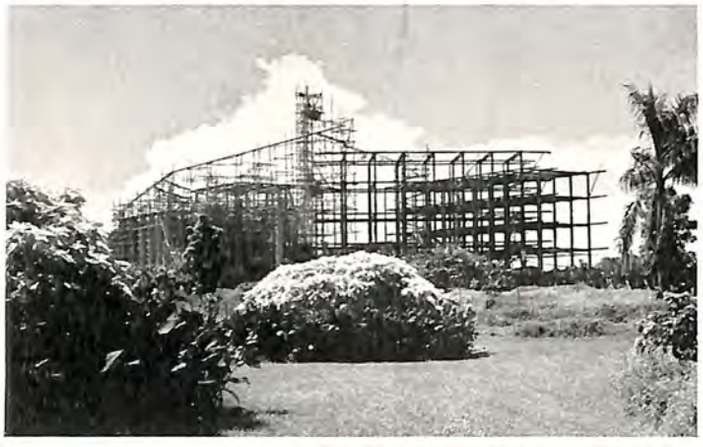
Even before she became hostess at Malacañan, Mrs. Quezon's name was a synonym for humanitarian efforts, and public health and nursing projects. Each Christmas, hundreds of poor Manila children received money, food and clothing from Doña Aurora. She continues this philanthropic work at Malacañan, but on a greater scale. Her children now help in distributing these gifts.

Mrs. Quezon helped found the Asociacion de Damas Filipinas in 1913. The organization now operates a settlement house for destitute women and children. Through her sponsorship and initiative, the Community Health and Nursing Association of Manila was founded. Because of her tremendous influence over Filipino women, she is honorary president of every important women's organization in the Commonwealth.

In recognition of her efforts to improve public health, the Philippine General Hospital's School of Nursing has awarded her a diploma in nursing. She has also received an honorary degree of Doctor of Laws for humanitarian service from Marygrove College, Detroit, (1937), the Philippine Women's University in January, 1940, and the University of Santo Tomas in March, 1940.

Table tennis with the President is Mrs. Quezon's favorite indoor sport. The President loses many a game to his charming wife, although he is considered adept at the game himself. ★

QUEZON CITY FROM THE AIR. Quezon Boulevard, main thoroughfare from Manila, leads directly to the new Capitol, rising in the ellipse near the top.



NEW GOVERNMENT BUILDINGS are rising. President Quezon laid the cornerstone of the new Capitol on November 15, 1940.

MODEL HOMES FOR CIVIL SERVANTS, who will work in Quezon City. Government-sponsored low-cost housing is a feature of the Philippines' ambitious new capital city.

QUEZON CITY

Functional Planning Gets its Chance

By Harry T. Frost

JUST after the turn of the century—almost before the Philippine Insurrection had ended—an ambitious city plan was drafted for Manila. As broad new streets were laid out through the suburbs, fine buildings were designed to take advantage of the improved vistas. A great civic rennaissance was predicted. The forecast was justified; in 40 years the population of Manila and its suburbs grew from 350,000 to well over a million, and the Philippine capital developed into the most beautiful city in the Orient.

But the result was not what had been anticipated. The truth was that Manila quickly outgrew itself. A new and farther-reaching plan was necessary. We believe that the answer is in Quezon City.

The Old Manila that Admiral Dewey found in 1898 was situated on a narrow tongue of flat delta land between the muddy Pasig River and land-locked Manila Bay. The capital of today extends for five miles along the eastern shore of the bay and inland for another five miles. Behind Manila, a mile or two back from the bay, the uplands of Central Luzon begin. The slope is gradual, ascending to a comparatively cool and dry plateau with an altitude of about 200 feet. The terrain is rugged in spots. Several streams have cut their way through the fertile soil to the underlying volcanic rock, adding variety and interest to the countryside. This is the site of Quezon City, which in a few years is to take the place of Manila as the capital of the Philippines.

Quezon City is no capricious monument to the first president of the Commonwealth. It is the result of a steady and insistent demand for space. The area could just as easily have continued as a batch of unrelated suburbs, but the natural beauty of the irregular plateau, high above Manila, suggested a new, better-planned, more beautiful capital city. Strongly supporting these artistic considera-

BROAD AVENUES bisect Quezon City. Most of the land was until five years ago entirely undeveloped. Its size permits city planning on a scale seldom possible today.

STREAMS AND VALLEYS are being bridged in accordance with a master plan. Water courses are being beautified as part of the park system.

tions was the thought of the practical deficiencies of Manila—overcrowding, narrow streets, under-sized building lots, and serious lack of open space. Quezon City is a new urban area planned in advance to make living more pleasant.

The actual genesis of the idea was on a small scale. The uplands were part of a series of feudal land holdings which, even as late as 1935, were entirely undeveloped. One vast estate—its 4,000 acres only a mile from the edge of Manila—was bought by the government. Bridges were built and a low-cost housing development started. The idea of a haven for the underprivileged expanded into a dream of a city, and the city with great natural advantages blossomed into a new capital of the Commonwealth, with ample room for rich and poor. The boundaries were made to encompass many suburbs on the eastern edge of Manila. Quezon City was born.

Quezon City's area of 280 square miles is more than twice that of Manila, and the Government owns a third of the land. Substantial areas have been set aside for public buildings, schools, parks, a new 1,200-acre campus for the University of the Philippines, a permanent National Exposition, and a large arboretum and nursery to supply trees and plants for the entire city. With such a large area under government control, there is a fine opportunity for proper city development. Fortunately, also, much of the private property is in large holdings. Thus, city layout is facilitated.

School sites are being established about a mile and a half apart. School grounds will be from eight to 16 acres in extent. Provision is also being made for a golf course, a vocational school, cemeteries and an aviation field. There will be drives beside the many waterways. The subdivision of private property will follow a plan providing major and minor streets and school and park sites. Areas for public markets have been set aside. Sections intended as business districts are being designed for that purpose, with ample streets and parking space.

Work is proceeding rapidly on the construction of Quezon City. An avenue 200 feet wide has been built from the center of Manila to the Capitol site, a distance of five miles. President Quezon laid the cornerstone of the Capitol building last Commonwealth Day, November 15. Other public buildings soon to follow are the city hospital and several public markets in widely separated neighborhoods. Plans are being prepared for the Supreme Court Building and the Executive Mansion.

Many city planning opportunities present themselves in Quezon City, not the least of which is the projection of new streets into old Manila. Quezon City is indeed a huge suburb, separated from Manila only by such open park spaces as can be acquired today. The new capital will inject new life into the bigger city.

In a recent message to the Philippine National Assembly, President Quezon summed up the program for the new capital.

"The rapidly increasing population of the city of Manila," he declared, "and the highly unsatisfactory conditions in the districts where the laborers live have constituted a problem which for a long time needed attention. To solve this problem, as well as give impetus to scientific city planning, Quezon City has been created, adjoining Manila, and is now being developed into a model community."

Manila is fortunate in that any discussion of the advantages or disadvantages of urban decentralization is still academic. By comparison with an American city, it has few automobiles and no radiating six-lane parkways. Consequently, the urge to move ever farther into the suburbs is almost entirely lacking. Manila is spared the daily five o'clock rush of thousands of cars along jammed thoroughfares. There are no sprawling subdivisions, no no-man's-land of barbecue huts, road houses and billboards. Manila, instead of looking forward to an old age marked by miles of abandoned slums and, as is the case in many American cities, declining property values, continues its vigorous growth as a center of commerce and industry. It is this condition that Quezon City is designed to promote. ★

A POPULAR fiction magazine that thrives without advertising . . . a national English-language weekly in a country where English was virtually unknown 40 years ago . . . ten publications under one roof . . .

The largest publishing enterprise in the Philippines, Ramon Roces, Inc., has performed journalistic feats that seem little short of miracles to most American editors. For instance, your "pulps" prosper without advertising, but ad-less *Liwayway* is far from being a pulp publication. To the contrary, it holds a literary position comparable to *Collier's* or the *Saturday Evening Post.*

Likewise, there may seem to be nothing remarkable in an English-language weekly edited by and for Filipinos. But the *Graphic* makes a specialty of well-rounded, staff-written articles on Philippine and world affairs; it dramatizes the week's news in a regular supplement after the fashion of *Time* and *Newsweek;* and it publishes literary works of such distinction that some of them have found their way into American anthologies and magazines.

Lastly, it may be suggested that publication of ten magazines by one house amounts to uneconomic duplication. Closer acquaintance with the special fields of the various Ramon Roces magazines is necessary for full appreciation of their work.

Luzon, the largest island of the Philippines, has three great language groups, Tagalog, Ilocano, and Bicol, while two other important dialects are used in the Visayan islands to the south. To obtain anything resembling complete coverage, a publisher obviously must use more than one medium. The weekly *Liwayway* (whose circulation of 85,000 is double that of its nearest competitor) serves the Tagalog-speaking belt of Central Luzon. *Bannawag* and *Bikolnon* are read in the northern (Ilocos) and southern (Bicol) provinces respectively; the former is also popular in Ilocano communities in Hawaii and on the Pacific Coast. The western Visayas area is served by *Bisaya* in Cebuano, and eastern Visayas by *Hiligaynon* in Ilongo. All are weeklies except the fortnightly *Bikolnon*, the latest addition to the Ramon Roces chain.

While these vernacular magazines are addressed to the masses, *Graphic*, an English-language weekly, appeals to the great middle class and the intelligensia. Its circulation ranks next to that of *Liwayway*. *Hiwaga* is a true-detective weekly in Tagalog, and the *Agricultural-Industrial Monthly*, edited in English, is directed at farmers and stockmen. Ramon Roces, Inc. also has a majority interest in and publishes the *Woman's Home Journal-World*, the Philippines' only women's magazine.

The Ramon Roces publishing house began with a hand-me-down press contributed by Alejandro Roces, Sr., publisher of the TVT papers of Manila, the *Tribune* (English), *Vanguardia* (Spanish), and *Taliba* (Tagalog). Young Ramon, with this equipment, launched a picture magazine in 1925. It failed almost immediately. Within less than a month, however, he put out the first number of *Liwayway*, an immediate success. It netted him enough to construct his own building and found *Graphic* a few years later. His other magazines followed steadily as business expanded. Early this year he opened a new four-story building in downtown Manila, the best appointed publishing establishment in the city.

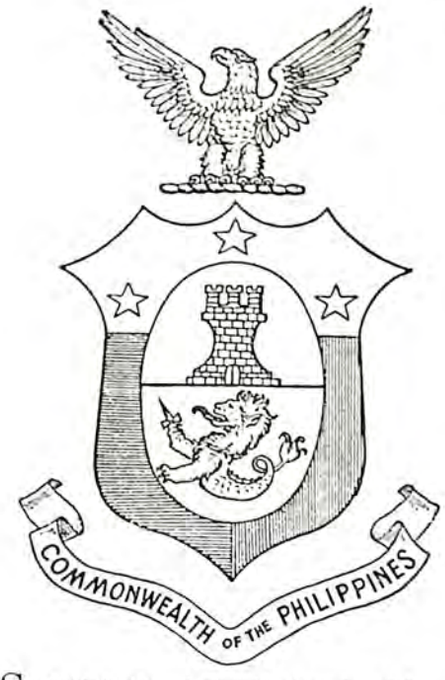
Ramon Roces has a reputation of benevolence toward his workers.

"It is our conviction," he says, "that by creating a wholesome and friendly atmosphere in our offices we shall inspire greater industry, discipline, enthusiasm, and loyalty."

In the new Philippine census just compiled, the number of regular newspaper and magazine readers is given as 1,717,457. Of this audience, Ramon Roces magazines reach no less than 1,247,936. In their regional emphasis, the Roces vernacular publications correspond to American dailies, but in circulation they correspond to the American national magazines. They are thus difficult to classify in terms of American periodicals. The one thing that everybody concedes without reservation is that they are ubiquitous. ☆

By Emilio Aguilar

The Philippine Coat of Arms



SYMBOLIC of the Philippines' long connection with the Western world, the coat of arms of the Commonwealth combines native ideas with motifs borrowed from Spain and the United States. Significantly, it is the seventh in the Islands' 400-year history as a political entity.

The present crest consists of three parts: an American eagle, a shield that combines Spanish heraldry with native Philippine symbols, and a scroll. This design became official in 1935, at the time of the inauguration of the Commonwealth, and was adapted from an earlier crest produced in 1905. If the history of previous political changes in the Philippines is a reliable guide, the official crest will again be altered in 1946 when the Commonwealth becomes an independent Republic.

The earliest known coat of arms made its appearance about 1596 and continued in use until the middle of the last century, when another, based on the Spanish crest, was adopted. This was repudiated by the Filipinos who revolted in 1892. Two native designs were put forward simultaneously, generally similar but varying in detail. These differences were adjusted in 1898 and the resulting coat of arms was officially adopted that year by the short-lived Philippine Republic.

American occupation of the Islands necessitated another change, however. The new seal, prepared for the Department of State by Gaillard Hunt, bore 13 alternating red and white stripes, a blue chief, and an oval containing the arms of Manila—the castle of Spain—and a sea lion. Surmounting the shield was an American eagle, and below a scroll with "Philippine Islands." This coat of arms remained in use for 30 years.

Establishing of the Commonwealth brought a modification. The stripes were reduced to two, and three five-pointed gold stars were added. "Philippine Islands" on the scroll became "Commonwealth of the Philippines." That is the Commonwealth coat of arms as it appears today.

Last August the Philippine National Assembly decided the seal was out of date, and voted to adopt a new form. Six months of consideration, however, convinced the legislators that their decision was unwise. In March they voted to restore the 1935 form, with its Spanish castle and its sea lion, to official use. ★

A Friend in Court **(from Page 3)**

Independence Act, and soon thereafter the Philippine Legislature ratified the compact, Murphy took energetic and joyful charge of the historic transition to Commonwealth status. He called a Constitutional Convention to draft the new basic law of the Philippines, and directed the holding of the nation-wide plebiscite which ratified it. He personally went 10,000 miles to Washington for the signing of the infant Constitution at the White House, and he superintended the first election of a Commonwealth President.

On November 15, 1935, Murphy formally turned over the role of Chief Executive to President Manuel L. Quezon. By designation of President Roosevelt, he then became the first American High Commissioner.

He had closed an era. He saw the fruition of years of struggle for a goal of which he had a peculiar appreciation. He saw a people granted a charter of independence, and was a figure in the drama preceding that grant. The last American proconsul of the old regime was also privileged to be the first commissioner to the new. It was a moving experience.

In addition to his other achievements in the Philippines, Frank Murphy helped with the preparations for Commonwealth status by persuading Filipinos from every station of life to contribute their talents to the business of governing themselves. Some of the men he introduced to government are leaders of the national effort today.

On May 11, 1936 Murphy returned to the United States to report to President Roosevelt; soon after he took a leave of absence to campaign successfully for the governorship of Michigan. His Philippine assignment was over.

Murphy left his Filipino friends with deep regret, and he has maintained the closest personal contacts with many of them ever since. From time to time he has publicly expressed a longing to visit again the scene of his dramatic and historic experiences in the Far East. His years in Manila made a profound and lasting impression on Murphy's character, just as he made a lasting imprint on the Philippines. ★

CRISIS

By Ernesto D. Ilustre

. . . in the Philippine Coconut Industry

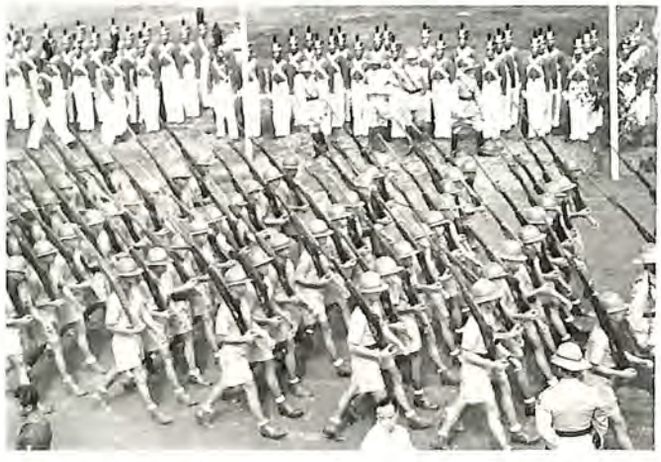
WITH copra prices at the lowest level in five decades and giving no promise of revival, the Philippine coconut industry, the Islands' second most important source of income, faces a crisis that means poverty to the more that 4,000,000 Filipinos who depend on it for a livelihood. Late last fall, growers in Laguna, Batangas and Tayabas Provinces, despairing of salvaging their $225,000,000 investment and $35,000,000 annual trade, actually discussed cutting down their coconut trees and planting food.

The importance of the coconut industry to the Philippine economic structure is often overlooked. More than 1,500,000 acres of land are devoted to growing. Exports of coconut oil, copra, desiccated coconut and copra meal had a combined value of $21,325,000 in 1939. Most important of all, it is the poor man's industry, since it takes a minimum of investment and skill.

Coconut palms, which require about five years to reach maturity, continue to produce for about 30 years. Ripe coconuts are collected, split and spread in the sun. When the meat can be removed from the shell, it is placed on a grid and smoked until dry. The product is copra.

The crisis confronting Filipino copra producers—primarily the result of low prices—is made more difficult by three contributing factors. These are the relatively inefficient methods employed in the Philippine copra industry; the closing of European and other important foreign markets by the war; and the operation of restrictive limitations on the entry of Philippine coconut oil into the United States.

In appraising their mounting troubles two years ago, Filipino coconut men were candid enough to realize and admit they would have to overhaul their wasteful method of kiln-drying the coconut meat if they wished to compete with other parts of the East Indies. They know that better copra fetches a better price in the world markets; they knew, too, that overhauling the entire industry to insure better copra would cost several million dollars. This they were willing to spend. But no sooner was this decision reached than the outbreak of war in Europe demolished all these carefully-laid plans. Outlets on the continent disappeared, resulting in the loss of more than a million dollars in annual trade. Furthermore, the American market—the only important buyer left for Philippine coconut products—is getting smaller every year. For, although copra is on the United States customs free list, imports of coconut oil are limited to decreasing quotas under the Independence Act.



TROPICAL HELMETS for the Philippine Army are now manufactured from coconut fiber.

Fully cognizant of this fact, but determined to ameliorate conditions in the coconut growing provinces, the Philippine Government recently undertook a rehabilitation program. Maximo Rodriguez, former governor of Tayabas Province and long an advocate of rehabilitating the industry, is in charge. An important planter himself, Rodriguez, who has a reputation for executive ability, has surrounded himself with able assistants, who have at heart the interests of the industry.

The most difficult job facing Philippine coconut growers is to prepare themselves for the eventual loss of preference in American markets—a gigantic task indeed in view of the keen competition from *babasu* oil from South America. The first step will be to establish "centrals" and copra dryers in all coconut-producing regions, and to study methods to utilize such by-products as coir fiber and coconut shell. Attention is also being given to proposals that a campaign be waged to improve copra quality, that wherever possible Philippine motor vehicles and stationary internal combustion engines use coconut oil as fuel and that all coconut by-products be utilized.

Whether such remedial steps at this late date can save the Philippine coconut industry from ruin is impossible to say. It is a fact, however, that coconut men look at the future with no enthusiasm. The Commonwealth Government's hands are tied by the provisions of the Philippine Economic Readjustment Act, (the Tydings-Kocialkowski Law of 1939) which specifically forbids any cash subsidy to the industry. Particularly depressing is the fact that the anticipated rise in copra prices in the wake of the United States' broad national defense program has not materialized. Furthermore, there is a strong probability that the lost markets in Europe could not be regained for many years, even if an armistice were declared within the next few months. ★

FILIPINO WRITERS DISCUSS PROBLEMS AT ANNUAL SESSION

UNLIKE writers in other countries, where the rising crescendo of anti-aircraft barrages, the strain of national defense, the problem of maintaining food supplies, and worries over civilian shelters dominate literary endeavors, Filipino writers at their second annual conference just concluded in Manila discussed their problems in a high spirit of optimism that recognized no obstacle to their self-assigned task of improving Philippine literature. More than 200 delegates from all parts of the Islands, representing Tagalog, Spanish, and English-speaking groups, attended.

Secretary of Finance Manual Roxas brought the writers into touch with reality at the start with an admonition that they could not remain indifferent to the vital changes taking place in the world if they wished to become a potent social force. After outlining the sociological role which literature plays in Philippine national life, Mr. Roxas declared that "literary activity is most necessary during vital social changes, when institutions are torn down and others set up, when the masses are moving restlessly for greater freedom and larger opportunities, and when grave political upheavals are taking place."

"Philippine literature," he warned, "cannot and should not remain on the sideline as an indifferent spectator; it must take up the cudgel for or against these changes and ideologies, and make articulate the sentiment of the silent masses of our people."

Numerous subjects were taken up during the panel discussions. The objective was improvement of Filipino literature in essence of thought and in choice of theme. Claro M. Recto, whose Spanish poems are acclaimed even in Spain, declared that good writing must have an universal appeal that transcends national boundaries.

At the opening of the conference, Federico Mañgahas, president of the Philippine Writers League, read a message from Ernest Hemingway, who was in Manila en route to China. Although unable to attend personally, Hemingway declared in his message: "I think the writer's gravest problem, as always, is to write the truth and eat regularly. If a writer tries always to find out what is true and then write it truly, he will never be without employment but he will often be hungry." ★

Away from Home

Miss Enya Gonzalez

ONE of the best-known Filipinas in the United States is Miss Enya Gonzalez, star of the opera and concert stage. In addition to her classical roles, Miss Gonzalez has popularized a number of Philippine folk songs for American audiences. Currently, she is the star of a series of radio broadcasts from Washington, D. C., sponsored by Manila Cigars.

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PLANS for enlarging the American merchant marine are expected to result in a marked shortage of experienced seamen to man these vessels. In anticipation, Federal officials have relaxed the prohibition against the employment of non-American seamen in American bottoms, with the result that many shipping companies are again signing on Filipinos. The shortage of experienced workers has also caused U. S. navy yards on the Pacific Coast to employ Filipinos in greater numbers.

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THE troubled international situation, particularly in the Far East, is blamed for a sudden decline in the number of Filipinos visiting the Philippines. This trend became

particularly noticeable early this year. Filipino travelers in the United States in many cases are reluctant to go back to Manila for the present.

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DESPITE the proviso in the Selective Service Act which exempts them from the draft, many Filipinos in the United States have volunteered for the army or navy. A number are now serving in America's armed forces. The concensus among them was best summarized by a youthful Filipino soldier. "America has been good to me," he pointed out, "giving me livelihood and education. I feel I ought to reciprocate in the same full measure when she needs my services."

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MISS EMELDA TANAWIN, for the past two years a nursing student at Columbia University on a scholarship from the Philippine chapter of the Daughters of the American Revolution, attended the recent D.A.R. congress in Washington. A graduate of St. Luke's Hospital in Manila, Miss Tanawin spoke at one of the sessions on the health work done by American medical men in the Philippines.

MANILA HEMP, strategical product of the Philippines, goes into the rope-laying machine.

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SYMBOLIC of the great concern felt by Filipino parents in the United States, particularly in California, for the proper upbringing of their American-born children, parents' organizations and child welfare committees have been organized in several West Coast cities. Parents feel they should give their children a better understanding of the Philippines and its culture in order that they may become better American citizens, conscious not only of their duties and obligations for the future, but of their racial history, as well.

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A FOUR-CORNERED rivalry is in progress among the Filipino communities of New York, the District of Columbia, Detroit and California for the privilege of presenting the 2nd National Filipino Athletic Tournament this summer. The scene of the 1941 contest will be decided at a coming conference of representatives of these communities. Sponsored by the office of the Philippine Resident Commissioner, the first truly national athletic meet among Filipinos was held in Washington, D. C. last summer. Teams from California, Detroit, New York, the Bronx, Philadelphia and the District of Columbia participated.

GENESIS
in the South Pacific

THE light-brown complexion of the Filipino, according to an ancient fable, is the perfect creation of God. As the story goes, in the beginning, the Creator took clay and shaped it in the form of man. Then He put it in the sun to bake. After a short while, He examined his handiwork, but found that it had not baked sufficiently—it was too pale. This became the white man.

The Creator was not satisfied, so He fashioned another figure and baked it. This time, afraid that it would not bake sufficiently, He let it stay in the sun too long and it burned. This one became the black man.

But the Creator was still not satisfied; so He took a third bit of clay. This time He was very careful. He watched the figure with great care until it became a delicate brown. Finally He was content—He had made man just as He wanted him. This last one became the brown man.

RECENT books dealing with the Philippines have included:

Farther Westing—A Philippine Footnote by Austin and Josephine Craig. Philadelphia: Dorrance & Co.

A social study of the Philippines.

Delilah by Marcus Goodrich. New York: Farrar & Rinehart.

A novel laid in the Philippines, seen through the myopic eyes of Navy men.

Our Future in Asia by Robert Aura Smith. New York: Viking Press.

An analysis of America's position in the turbulent East, with the Commonwealth as its center.

The American Empire by William H. Haas. Chicago: The University of Chicago Press.

A "round-up" of America's territories and possessions.

Orphans of the Pacific by Florence Horn. New York: Reynal & Hitchcock.

Extremely readable, candid birdseye view of the Commonwealth.

A Voyage Around the World in the Years 1740 to 1744 by Richard Walter. San Francisco: Book Club of California.

An interesting account of the Manila galleon trade.

P. I. NEWS

PRESIDENT QUEZON authorized a drastic overhaul of the Philippine educational system recently when he approved four fundamental recommendations for carrying out the Education Act of 1940. Under the revised rules, which take effect with the opening of the new school year in June: (1) the minimum age for entering public school is seven years: (2) the elementary course is reduced from seven to six years, four in the primary and two in the intermediate department; (3) two single sessions will be held daily in crowded schools; (4) and the school year is divided into four quarters of twelve weeks each, eliminating the customary long vacation between semesters. These changes are expected to solve the school crisis, which caused thousands of students to be turned away every year for lack of classroom space.

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IN a recent Cabinet meeting, the following proposals were accepted by the President:

1. Refusal, as a general policy, of authorizations to sell serviceable vessels of Philippine registry abroad.

2. Resumption of daily airmail service from Manila to Baguio by the Iloilo-Negros Air Express Company, and Philippine Air Lines, alternately.

3. An embargo on exports of rice to foreign countries, including the United States.

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A NEW airport has been opened in Aparri, Cagayan Province, at the northern tip of Luzon. Costing $12,500, the new field is one of the biggest in the Archipelago, covering about 60 acres. Another will soon be constructed at Tuguegarao, in the same province, with an appropriation of $5,000.

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THE National Land Settlement Administration, inspired by the success of the Koronadal settlement, will shortly open three new areas with a total land area of 494,200 acres to agricultural settlers. These projects are in Mindoro Province, Cagayan de Misamis, and Allah Valley, Cotabato Province. To date 15,000 settlers have moved to Koronadal, where they have developed flourishing poultry and pig farms, have harvested good crops of corn, rice and peanuts, and have grown rubber trees that now measure more than two feet in height. Approximately 1,500 acres has been planted with rubber, and plans are being prepared to increase the area to 5,000 acres. This year 7,413 acres will be planted with rice.

THE Bureau of Plant Industry has distributed to farmers throughout the Philippines 9,250 pounds of standard Simmaba tobacco seed as part of a program to improve Philippine leaf tobacco. The seed will cover about 75,000 acres, almost half of the Commonwealth's average yearly tobacco acreage. The object is to standardize the leaf quality and thus stabilize the Philippine tobacco industry.

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DETERMINED to speed the administration of justice in the Philippines, Under-Secretary of Justice Emilio Abello has recommended to the National Assembly bills providing for an increase in the number of provincial judges, particularly in Rizal, Batangas and Samar Provinces; and for abolition of the annual two-months vacation in courts of first instance; and has asked enactment of a law implementing the Constitutional provision regarding the election of citizenship by Philippine residents having dual citizenship.

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QUEZON CITY officials announced recently that $12,500 had been made available for malaria control work. Similar projects have been undertaken in the provinces of Mindoro, Cagayan, Tayabas, Zambales, Koronadal Valley in Cotabato and Port Lamon in Lanao.

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THE National Development Company has received from President Quezon a special, exclusive permit to develop any oil properties found in the provinces of Cagayan, Isabela, Bulacan, Pangasinan, Nueva Ecija, Tarlac, Pampanga, Iloilo, Cebu, Leyte and Tayabas. In exchange, the government-owned firm will pay the government a gross production royalty of 12½ per cent of all crude oil or casing-head gasoline produced, and 6¼ per cent of all natural dry gas, or the proceeds of their sale.

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ILOCOS NORTE PROVINCE will resume large-scale cultivation of cotton under a plan whereby the National Development Company will furnish the farmers with machines for bailing and ginning. The output will be used by the expanding weaving industry of Northern Luzon. Ilocos Textiles Inc. is obtaining new mechanical looms to be installed at its factory in Laoag.

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THE committee on revision of laws in the National Assembly has approved a bill requiring the registration and fingerprinting of aliens in the Philippines. This measure is patterned after the Alien Registration Act of 1940 in the United States. Americans are exempted.

THE Bank Commissioner of the Philippines interprets the substantial increase in loans by all banks during the first five years of the Commonwealth period as a reflection of the growth of Insular business. A consolidated financial statement shows that as of November 30, 1940 loans and discounts amounted to $59,813,500, an increase of $28,361,500 since November 30, 1935. The comparison of figures at the end of each calendar year since 1935 shows an even more encouraging trend.

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WHEN Felipe Abeleda finished his law course at the University of the Philippines in 1930, he lacked $13 to pay for his diploma. University authorities let Abeleda graduate and take part in the commencement exercises on the understanding that, when his personal circumstances improved, he would pay. Abeleda went home to Mindoro to practice law. In reply to the Registrar's regular appeals for $13, Abeleda promised to pay—as soon as he was elected governor. Recently, Abeleda strode into the Registrar's office, laid down his $13 and demanded his sheepskin, now mellowed with age. Abeleda was elected governor of his home province last December.

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Repatriation Act **(from Page 10)**

Filipinos have small incomes, with little incentive or opportunity to save for a future trip home. To meet this problem, several solutions have been suggested. One in particular—an arrangement whereby Filipinos could deposit installment payments on their tickets to Manila with the office of the Resident Commissioner of the Philippines in Washington—is now under serious study. Whatever decision is reached, however, efforts to promote repatriation must take into account the fact that Filipinos have always come to the United States in search of educational and financial improvement, and that they are reluctant to accept a method of return that smacks of poverty or deportation. ★

Help Wanted

PUBLICATION of PHILIPPINES is only one of the activities of the office of the Resident Commissioner of the Philippines to the United States that may interest you in your daily work. For instance, each month a dozen or more teachers write in for suggestions on teaching about the Philippines. The Information Division helps them. Editors ask for photos and biographical material, businessmen want trade figures, and Spanish-American War veterans seek dates and maps to support their tales of adventure. The office does its best to help. If you have a question on the Philippines that the public library can't answer, write to the Office of the Philippine Resident Commissioner, 2362 Massachusetts Avenue Northwest, Washington, D. C.

"As Free and Happy As Our Own"

The Philippine Resident Commissioner
Washington, D. C.

Dear Sir:

Thank you for your generous offer of a subscription to PHILIPPINES, I hasten to take advantage of it.

I spent four of the happiest years of my life in Mindanao and the Visayas—Cuyo, Aguataya and Iloilo. Since much of my time was occupied with teaching the then younger generation the language and customs of our own country, I have never ceased to be interested in the development of those "Jewels of the Pacific", the Philippine Islands.

Happily, this interest has been facilitated and maintained by correspondence with a number of comrades and friends who still live in that part of the world. Chief among these are Joseph S. Johnston of Johnstons, Inc., Zamboanga; Jose Ponce de Leon, a retired Constabulary office of Cuyo, and M. A. Maxey of Davao.

However, since the information which I receive from these comrades and friends is less general than personal, I will appreciate having your publication very much indeed. I get *The Manila Bulletin* now and then, and am a subscriber to *The American Oldtimer*, also of Manila, but I am sure that your magazine will give me much additional information that I will be glad to obtain.

Out of a membership of two hundred in our camp, more than two-thirds saw service in the "Islands." The situation being what it is in that part of the world at present, all of us are a bit anxious as to just what is going to happen to a land and people we tried in our small way to make as free and happy as our own. I am sure that you will understand that our interest and anxiety is for the best interests of that land and that people.

EUGENE DILLINGHAM, *Adj.*
Claude L. Herbert Camp No. 38
United Spanish War Veterans
Terre Haute, Indiana

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THE Philippine Islands have a land area of 114,400 square miles—approximately equal to that of Italy (119,744), greater than the British Isles (94,284) and slightly less than Japan proper (148,756).

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